OREGON STATISTICAL REVIEW, JANUARY 1961

(For details see pp. 5-6)

• **Business activity** in Oregon slowed slightly during January, although some indicators showed an upward turn. The decline in employment from the previous month was 17,100, which was 4,900 less than the average for the last three years. January employment was off 3,600 from January 1960. Unemployment was up quite sharply: 23,000 over December and 27,700 over January 1960. As in the United States as a whole, unemployment is concentrated in the durable goods industries.

December retail sales indicators were down slightly compared to a year ago. January 1961 retail advertising linage was also down a small amount from January 1960 linage. These might hint that consumer expenditures are tending to contract. If this should occur substantially on a national scale, it might forecast a continued downturn.

Bank debits are considered to be a good indicator of general business activtiy. The January debits were off six per cent compared to a year ago. Building permits were off eight per cent for the same period; the Portland permits were down $1,300,000, but those for the rest of the state were up $400,000.

* * *

• **Average weekly earnings** of production workers in January were estimated at $97.98, an increase over the revised figures of $97.11 for December 1960, and also an increase over the January 1960 figure of $95.72.

* * *

• **Business failures** in Oregon in January totaled 21 with liabilities of $701,000, as compared with 41 failures and liabilities of $590,000 in January 1960.

* * *

• **Cash receipts from farm marketing** in December 1960 were 2.1 per cent below those of the same month in 1959. The cumulative total for all of 1960 was down 4.2 per cent from that of the year 1959.

* * *

• **Douglas fir plywood** production in 147 plants in Oregon, Washington, California, and Montana for the year of 1960 was down 0.7 per cent from that of 1959.

* * *

• **Lumber production** in the Douglas fir region of the Pacific Northwest in January was 9.1 per cent above the average weekly production in December 1960, but 21.2 per cent below that of January 1960. Average weekly orders were 4.6 per cent below those of the previous month and 17.5 per cent below year-earlier orders. Unfilled orders showed an increase of 2.3 per cent over those of December 1960, but a decrease of 35.3 per cent from a year earlier.

J2294

Rail Distribution of Oregon Forest Products, 1948 and 1958

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In an earlier *Oregon Business Review* article ("Commodity-Balances in Recent Oregon Rail Freight Traffic," February 1960), I pointed out several characteristics of Oregon's outgoing rail shipments of agricultural, animal, mines, forest, and manufactured and miscellaneous products. This paper is a continuation of the same topic, with more detailed attention given to the distribution of the forest products of the state.

Forest products items account for around two-thirds of all rail tonnage originated in Oregon, and for approximately eighty-five per cent of the net balance of rail tonnage exported from Oregon to other states. The importance of forest products to Oregon's economy is so well known that it need not be further emphasized here. Instead, the concern here will be to answer several questions about the domestic distribution of these products by rail. Specifically, what part does Oregon play in the national origination of forest products rail tonnage, and how has this changed between 1948 and 1958? How do Oregon originations compare with the originations of other leading forest products states? What is the composition of Oregon forest products rail traffic, and how has this changed from 1948 to 1958? What states and what regions are the most important destinations of rail movements of leading Oregon forest products items, and how does the 1958 pattern of state and regional terminations compare with that of 1948? These questions are dealt with in the accompanying tables and maps, and in the discussion which follows.

The computations shown herein are based upon data obtained from Interstate Commerce Commission waybill statistics publications, which, in turn, are based upon a one per cent sample. Several qualifications and limitations concerning these data were pointed out in the earlier article. Perhaps the greatest of these limitations is the absence of information on non-rail movements. Various other published information, supplemented by information from industry sources, however, indicates that long-distance domestic movements of Oregon forest products generally are by rail, with truck movements being confined almost exclusively to intra-state destinations or to adjacent or nearby states. Certainly the overall national distribution pattern is not greatly different from that shown herein.

Statistics for the year 1958 were used because published Interstate Commerce Commission data for later years were not available at the time of this study. The selection of 1948 as a comparison year was somewhat arbitrary, but a period of at least ten years should be used to illustrate significant changes in patterns. The country was undergoing a mild economic recession in 1958, of course, and some segments of the forest products industry are very sensitive to such conditions, but Gross National Product during that year, in current dollars was approximately seventy per cent higher than in 1948. And, as shown in the following paragraph, total rail tonnage originations of Oregon forest products during 1958 were only slightly lower than in 1948.

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Rail originations of forest products in the nation as a whole were lower in 1958 than in 1948 by approximately 12.2 per cent. The decline in Oregon originations, however, was not nearly as great, amounting to only some 1.7 per cent. This means that Oregon was responsible for proportionately more of the national forest products rail tonnage during the latter year. Specifically, the state accounted for about 14.8 per cent of the originating tonnage of the nation in 1948, as compared to 16.6 per cent in 1958.

TABLE 1

OREGON'S FOREST PRODUCTS RAIL TONNAGE ORIGINATIONS AS A PERCENTAGE OF THE ORIGINATIONS OF THE NEXT FIVE LEADING STATES, 1958

Oregon originations		177% of	Georgia originations
"	"	208% of	Alabama "
"	"	215% of	Washington "
"	"	267% of	California "
"	"	280% of	Mississippi "

Source: Calculated and constructed from data published in Interstate Commerce Commission *Carload Waybill Statistics*, 1958.

Oregon's leading position in the forest products field is indicated by Table 1, which compares the rail tonnage originations of the next five leading states with Oregon originations during 1958. Figures from which this table was constructed show that Oregon originated more than 96 per cent as much forest products rail tonnage during 1958 as did the next two leading states (Georgia and Alabama) combined, and 119 per cent as much as Washington and California combined. It is possible, of course, that non-rail carriage may account for a relatively larger share of the tonnage moved in and from some of the other states, especially those in the South, than is the case with Oregon. Insofar as this is true, if it is, rail tonnage figures overstate the actual contribution of Oregon to the national forest products economy. Oregon Douglas fir lumber, however, weighs less per thousand board feet than does competitive southern pine lumber. Thus Table 1, to some extent, also understates the actual national contribution of Oregon with respect to this particular standard of measurement.

Several significant differences in the composition of Oregon forest products rail tonnage are found in a comparison of 1958 with 1948 traffic. "Unprocessed" items (logs, butts, bolts, and pulpwood) accounted for 31.7 per cent of all rail tonnage originations in 1948, as compared to only 25.2 per cent in 1958. Also, there was an absolute decrease of 22 per cent in the total volume of these unprocessed originations, whereas the absolute decrease in all forest products originations amounted to only 1.7 per cent. This shift probably reflects a greater use of trucks in hauling unprocessed items to mills.

TABLE 2

1958 OREGON RAIL TONNAGE ORIGINATIONS AS A PERCENTAGE OF 1948 ORIGINATIONS OF "PROCESSED" FOREST PRODUCTS ITEMS

Item	*1958 tonnage as a per cent of 1948 tonnage*
Lumber, shingles, and lath	82.8
Veneer and plywood	714.0
Posts and poles	39.6
Box materials	57.8
Railroad ties	50.8
Wood fuel	8.8
Forest products not otherwise specified	208.0

Source: Calculated and constructed from data published in Interstate Commerce Commission *Carload Waybill Statistics*, 1948 and 1958.

On the other hand, 1958 figures show a 7.6 per cent increase in originations of "processed" items (that is, items other than "unprocessed" as defined above) as compared to 1948. This increase was not uniform for all processed tonnage, however, which Table 2 shows. Two processed items, veneer and plywood, and forest products not otherwise specified, increased their tonnages considerably, while the five other processed items all decreased in the absolute sense. Since forest products not otherwise specified account for a very small portion of the absolute tonnage, however, veneer and plywood must receive most of the credit for offsetting the decreases of other items and for the overall absolute increase in processed tonnage originations.

TABLE 3

PERCENTAGE OF OREGON "PROCESSED" FOREST PRODUCTS RAIL TONNAGE ORIGINATIONS ATTRIBUTABLE TO VARIOUS ITEMS, 1948, 1958

Item	*Percentage of total "processed" originations** 1948	1958
Lumber, shingles, and lath	87.7	68.5
Veneer & plywood	4.4	29.3
Posts & poles	3.8	1.4
Box materials	1.5	0.8
Railroad ties	0.7	0.3
Wood Fuel	1.5	0.1
Forest products not otherwise specified	0.3	0.5

* Percentages do not add to exactly 100% due to rounding in calculations.

Source: See Table 2.

Shifts in the relative importance of various processed forest products in 1958 as compared to 1948 are indicated in Table 3. This table dramatically shows the inroads made by plywood into the still-dominant position of lumber during the period covered. Shifts in the relative originations of some of the minor items are equally dramatic, but as these items constitute such a small part of the overall originations picture, the economic impact of such shifts are not as great as the effects of the lumber-plywood shift.

Most of the originating tonnage of unprocessed forest products of the state terminate within Oregon, although there are some movements to adjacent states, especially pulpwood movements to Washington. Processed products are distributed by rail to all the forty-eight contiguous states and the District of Columbia, however. The 1958 distribution of the two leading processed items, (1) lumber, shingles, and lath, and (2) veneer and plywood, is

TABLE 4

LEADING TERMINATING STATES FOR OREGON RAIL SHIPMENTS OF LUMBER, SHINGLES, AND LATH, SHOWING THE PERCENTAGE OF TOTAL OREGON ORIGINATIONS TERMINATED IN EACH SUCH STATE DURING 1958

*States**	*Per Cent Terminated***
Texas	11
Oregon	8
Illinois	8
California	8
Minnesota	6
Ohio	5
Michigan	5

* Ranked in order of tonnage volume terminated.
** Rounded to nearest whole number.

Source: See Table 1.

pictured in terms of the principal states of destination in Tables 4 and 5.

Table 4 shows that seven states, including Oregon, accounted for about one-half of all terminations of Oregon lumber, shingles, and lath rail tonnage originated during 1958. Six of these seven states also were among the top seven terminators during 1948. Oregon, Illinois, and Michigan ranked second, third, and seventh, respectively, during 1948 and during 1958. Texas was in sixth place and Minnesota in fourth place in 1948, and Ohio was eleventh. Washington, which ranked fifth during 1948, had declined to sixteenth place during 1958. California, fourth during 1958, ranked first among terminating states during 1948, accounting for almost twenty-eight per cent of the terminations during that year. There is little doubt that truck movements, both from Oregon and from northern California mills, played a significant part in reducing California's percentage of rail terminations of Oregon lumber, shingles, and lath from twenty-eight to eight per cent of the total between 1948 and 1958. Industry sources, however, indicate that competitive freight rate adjustments since 1958 may have resulted in the recapture of some of this traffic by the rails and by Oregon producers.

TABLE 5

LEADING TERMINATING STATES FOR OREGON RAIL SHIPMENTS OF VENEER AND PLYWOOD, SHOWING THE PERCENTAGE OF TOTAL OREGON ORIGINATIONS TERMINATED IN EACH SUCH STATE DURING 1958

*States**	*Per Cent Terminated***
Oregon	22
New York	6
Washington	5
Texas	5
Illinois	5
California	5
Ohio	4

* Ranked in order of tonnage volume terminated.
** Rounded to nearest whole number.

Source: See Table 1.

The seven leading terminating states listed in Table 5 account for around one-half of all rail shipments of Oregon veneer and plywood. A comparison with Table 4 reveals some differences in distribution patterns, however. Although five states appear in both tables, the ranking is different. Also, except for terminations in Oregon itself, the relative percentages of veneer and plywood terminating in leading states is lower than is the case for lumber, shingles, and lath; that is, veneer and plywood shipments are not as heavily concentrated in a few outside states, but *are* much more concentrated within Oregon.

Because of the small absolute quantity of veneer and plywood shipped in 1948, comparisons between 1948 and 1958 leading states probably are not as significant as similar comparisons for lumber, shingles, and lath. For the sake of completeness, however, it may be worthwhile to mention that the seven leading terminating states during 1948, in order, were Washington, California, Oregon, Illinois, New York, Ohio, and Indiana. All of these states except Indiana were also among the top seven during 1958, while Texas, not of importance in 1948, had climbed to fourth place in 1958.

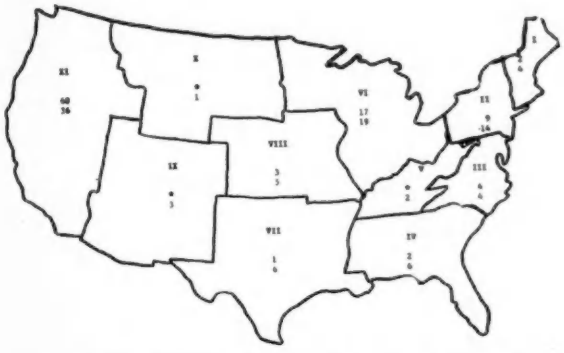
A broad regional picture of the rail distribution of Oregon lumber, shingles, and lath and of veneer and plywood, with some comparisons between 1948 and 1958, is given in Maps, 1, 2, and 3. In drawing regional boundaries for these maps, attention was given, among other things, to general economic and traffic characteristics of the geographic areas concerned, as well as to Interstate Commerce Commission territorial divisions. Different boundaries, of course, would somewhat alter the percentage figures shown. The regional construction used herein, however, is reasonably satisfactory and accomplishes the objective of showing some detail while presenting an overall view. The regions and the states within each are listed below.

I. Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont.
II. New Jersey, New York, Pennsylvania.
III. Delaware, District of Columbia, Maryland, North Carolina, Virginia.
IV. Alabama, Florida, Georgia, Mississippi, South Carolina.
V. Kentucky, Tennessee, West Virginia.
VI. Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin.
VII. Arkansas, Louisiana, Oklahoma, Texas.
VIII. Iowa, Kansas, Missouri, Nebraska.
IX. Arizona, Colorado, New Mexico, Utah.
X. Montana, North Dakota, South Dakota, Wyoming.
XI. California, Idaho, Nevada, Oregon, Washington.

Map 1 shows the great importance of the Great Lakes, Far Western, and Gulf-Southwestern regions (VI, XI, and VII) as destinations for rail movements of Oregon lumber, shingles, and lath. Also, relative changes in the importance

Map 1. Regional destination of lumber, shingles, and lath rail tonnage originated in Oregon 1948 and 1958. Top figures indicate 1948 and bottom figures 1958 percentages, rounded to the nearest whole number. Asterisk (*) indicates less than one per cent. States included within regional groupings are listed above. Source: See Table 2.

of various regions between 1948 and 1958 is apparent. Relatively less was terminated in three regions, I, II, and XI, during the latter year. As indicated above, the large relative shift in Region XI probably was partly caused by the substitution of truck for rail movements. In two other regions, VIII and IX, there was little relative change; all other regions received a relatively greater proportion of Oregon lumber, shingles, and lath rail tonnage.



Map 2. Regional destinations of veneer and plywood rail tonnage originating in Oregon, 1948 and 1958. For explanations of figures, states included within regional groupings, and source, see Map 1.

Map 2 shows that Regions XI, VI, and II, in order, were leading destinations for Oregon veneer and plywood rail traffic both during 1948 and 1958. The 1958 relative decline in terminations in Region XI was offset by relative increases in all other regions except Region III. These percentage changes, of course, must be interpreted in light of the fact that total veneer and plywood shipments during 1958 were more than seven times as great as during 1948 (see Table 2).

Comparison of Maps 1 and 2 shows that, in general, the lumber, shingles, and lath regional terminations pattern conforms to the veneer and plywood terminations pattern. There are some deviations, however. For example, Region XI during 1958 was relatively much more important as a terminating area for Oregon veneer and plywood than for lumber, shingles, and lath, as was Region II, although both of these regions were significant terminators of both products. On the other hand, Regions VI, VII, and VIII were relatively more important for the termination of lumber, shingles, and lath.

Map 3. Regional terminations in 1958 of Oregon-originated lumber, shingles, and lath rail tonnage, shown as a percentage of 1948 terminations. For explanation of states included within regional groupings, and sources, see Map 1.

Map 3 shows a percentage measure of the absolute changes in Oregon lumber, shingles, and lath rail tonnage terminated in the various regions in 1958 as compared to 1948. Terminations in the principal extra-regional market, Region VI, were only slightly changed. In Regions III, IV, V, and VII sizeable increases occurred. One must keep in mind, though, that the 1948 tonnage terminated in the first three of these regions was very small, and thus a large percentage increase does not indicate a great 1958 volume in the absolute sense. A modest absolute increase in terminations occurred in Region X, again starting from a small 1948 base, however, while other regions registered decreases may have been partly offset by increases in truck creases. (It was mentioned above that Region XI rail decreases may have been partly offset by increases in truck terminations.)

Because of the relatively small volume of Oregon veneer and plywood shipments during 1948, no regional map showing increased terminations of this product was prepared for this study. It is to be expected that in such a rapidly growing industry substantial absolute increases would occur in the quantities of these terminations throughout the country between 1948 and 1958. These increases varied regionally from a low of around 300 per cent (in the Far West) up to as much as 4000 per cent in some other regions.

It is clear that Oregon forest products are distributed more widely throughout the nation than are any other of the major products of the state, and that out-of-state markets are of crucial importance to this leading industry of the state. Insofar as rail terminations are indicative of overall distribution of lumber, shingles, and lath between 1948 and 1958, lumber producers and railroads serving the state either held their own or increased their absolute distribution in regions accounting for approximately sixty per cent of Oregon's total market. Absolute decreases occurred mainly in regions which are not of present major importance in the overall national distribution picture, or in areas served by non-rail carriage. Likewise, during the same ten-year period veneer and plywood rose to a position of prominence, with greatly increased quantities being shipped to every region of the country. These developments occurred notwithstanding a mild economic recession and a substantial national decrease in the total volume of forest products rail tonnage.

It appears that, basically, the Oregon forest products industries are in a sound and dominant position on the national scene. Temporary and locally serious setbacks may occur from time to time, of course, from adverse general economic conditions, which also may be equally harmful to other forest products producing areas. Setbacks also may arise from freight rate adjustments which affect the relative delivered cost positions of Oregon forest products and competitive products from other parts of the country. Oregon producers, and carriers (rail and non-rail) hauling their products, may have little control over general economic conditions. They can, however, pay careful attention to proposed freight rate changes and play a part in influencing the freight rate structure in such a way that the economic interests of the state are protected. So far, this apparently has been done very effectively. Competitive pressures likely to prevail during coming years, however, will require continued vigilance and aggressiveness.

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Business failures. The Dun and Bradstreet report on commercial failures is considered an indicator of business health. The figures for Oregon follow.

	1961		1960	
	Number	Liabilities	Number	Liabilities
Jan.	21	$701,000	41	$590,000

Department store sales. Figures on department store sales are compiled by the Federal Reserve Bank of San Francisco for Oregon, the Portland and Eugene areas, and Salem. The data are released for Portland each week, and once a month for all three cities and the state as a whole.

The most recent Portland area data are for the week ending February 11, 1961, when sales were 8 per cent below those of the corresponding week in 1960.

Sales for the month of December 1960 and for the year of 1960 have been compared with those for the corresponding periods one year earlier. Percentage changes are shown in the following table.

	Dec. 1960	Jan. 1, 1960, to Dec. 31, 1960
Oregon	−1	−2
Portland area	+1	−2
Eugene area	−3	+4
Salem	−3	+1

Portland's retail food price index (1947-49 = 100) for December 1960 stood at 122.2. This is an increase of 0.7 per cent over the index for November 1960, and an increase of 1.0 over that for December 1959.

Fir plywood. The Douglas Fir Plywood Association's latest quarterly report on fir plywood production, orders, and shipments is for 147 plants in Washington, Oregon, California, and Montana. Recent census data imply that approximately two-thirds of the production comes from mills operating in Oregon. The totals are in millions of square feet.

	January through December		Percentage change
	1960	1959	
Production	7,771	7,828	−0.7
New orders	7,437	7,648	−2.8
Shipments	7,624	7,589	+0.5

OREGON BANK DEPOSITS

Deposits for state and national banks and trust companies of Oregon are listed below as of the close of the business day on December 31, 1960, and as of the same day one year earlier. Figures are reported by the State Banking Department in Salem, Oregon.

County	Dec. 31, 1960	Dec. 31, 1959
Baker	$ 14,921,548.53	$ 15,633,193.05
Benton	36,113,201.13	36,371,885.38
Clackamas	78,126,675.91	75,972,834.09
Clatsop	36,850,164.73	36,186,826.16
Columbia	19,095,187.11	19,526,612.72
Coos	55,268,233.44	59,706,050.17
Crook	9,496,221.41	9,581,681.43
Curry	11,760,489.67	11,780,031.93
Deschutes	24,424,103.47	24,855,673.73
Douglas	67,757,886.24	67,733,974.68
Gilliam	6,065,862.93	5,724,014.48
Grant	7,116,228.32	6,721,189.96
Harney	8,155,634.07	7,955,074.37
Hood River	14,988,509.86	14,734,805.74
Jackson	69,216,998.83	71,144,353.85
Jefferson	7,381,337.19	6,602,177.17
Josephine	23,345,044.67	31,235,216.88
Klamath	39,215,110.91	39,801,800.31
Lake	9,239,870.66	9,992,354.81
Lane	135,151,052.92	134,503,919.86
Lincoln	20,711,499.33	21,097,588.65
Linn	54,399,131.90	54,320,125.28
Malheur	24,587,620.12	23,353,786.63
Marion	130,753,404.38	134,088,396.24
Morrow	7,236,212.09	7,523,627.06
Multnomah	998,564,146.30	965,706,130.34
Polk	11,027,812.96	11,844,934.06
Sherman	3,353,596.25	3,221,904.13
Tillamook	18,994,660.24	18,936,370.30
Umatilla	46,155,449.32	48,490,637.68
Union	18,449,108.69	19,800,591.92
Wallowa	7,316,287.52	7,257,078.01
Wasco	29,373,737.07	29,708,355.90
Washington	64,093,153.42	62,067,222.53
Wheeler	2,101,564.20	2,463,561.24
Yamhill	35,108,787.69	34,931,466.95
Total for Oregon	$2,150,945,533.48	$2,130,775,447.69

Advertising linage. The Oregon Newspaper Publishers Association reports that there were 489,050 column inches of local retail advertising in 20 daily newspapers in Oregon for the month of January 1961. This is a drop of 1.1 per cent from the total of 494,499 inches for January 1960. The total for the year of 1960 showed a 3.6 per cent increase over that for 1959.

Average weekly earnings of production workers in manufacturing industries in Oregon provide timely information on current trends of labor costs as well as rough measures of average income available for purchasing goods and services. Both aspects of this information make the figures valuable for consolidations with other data in evaluating the current business situation. Data below are supplied by the Oregon State Department of Employment.

	1961	1960		1960	1959
Jan.	$97.98	$95.72	Dec.	$97.11	$97.91

Index of man hours in manufacturing. A reliable index of change in manufacturing activity is the man hours of industrial production workers. The index is computed by the Bureau of Business Research from data supplied by the Oregon State Department of Employment (1951 = 100). Figures apply only to personnel engaged in direct manufacturing; sales, office, and general administrative employees are excluded. No adjustment for seasonal variation has been made. The most recent reading for Oregon is for January 1961.

	1961	1960		1960	1959
Jan.	74.0	82.9	Dec.	77.9	89.6

Cash receipts from farm marketing. The cumulative receipts from the sale of farm produce were $406,411,000 for the year of 1960. This is a decrease of 4.2 per cent from the 1959 cumulative total of $424,081.000. The following table shows the monthly data in thousands of dollars, as reported by the United States Agricultural Marketing Service.

	1960	1959		1960	1959
Jan.	$27,453	$30,354	July	$37,503	$42,124
Feb.	20,231	20,702	Aug.	54,175	55,812
Mar.	21,024	20,971	Sept.	54,875	57,607
Apr.	20,778	18,770	Oct.	45,935	50,836
May	19,964	18,364	Nov.	41,649	42,852
June	31,368	33,553	Dec.	31,456	32,136

Banking. Loans, investments, and deposits of Oregon banks that belong to the Federal Reserve System are reported by the Federal Reserve Bank of San Francisco each month, and appear below in millions of dollars:

	Dec. 1960	Nov. 1960	Dec. 1959
Loans	$ 951	$ 988	$ 914
Investments	661	609	677
Deposits	1,764	1,768	1,765

THE UNIVERSITY AND THE BUSINESS COMMUNITY

Charles Ziebarth, joint staff member of the General Extension Division, Portland Center, and the University of Oregon's School of Business Administration, has been elected vice president of the North Pacific region of Associated Traffic Clubs of America. Nearly 300 local transportation organizations are affiliated with this national association, with a membership of 55,000.

Richard W. Lindholm, Dean of the School of Business Administration, is serving as chairman of a local citizens' steering committee for a sister-city program. Dean Lindholm was appointed to this post last month by the mayor of Eugene when that city inaugurated an affiliation with the City of Chinju in Korea.

Wesley C. Ballaine, Director of the Bureau of Business Research, is chairman of a steering committee appointed by the governor of Oregon to plan a series of meetings for advising him on the status of the economy in the state, and to make some recommendations.

Construction. The Bureau of Business Research, in cooperation with the F. W. Dodge Corporation, reports December 1960 construction contracts in Oregon had total value of $19,281,000. This is 13.7 per cent below the total for December 1959. Comparative data, in thousands of dollars, follow.

	Dec. 1960	*Nov. 1960*	*Dec. 1959*
Non-residential	$ 3,653	$ 2,346	$ 6,167
Dwelling units	7,079	8,951	10,584
Public works and utilities	8,549	4,674	5,600
Totals	$19,281	$15,971	$22,351

Non-residential construction totaled 255,000 square feet in December 1960 and 462,000 square feet in the same month the previous year. In December 1960 there were contracts for 542 dwelling units totaling 651,000 square feet. One year earlier there were 941 units, totaling 1,002,000 square feet.

The cumulative total for the year of 1960 shows that the value of building contracts in Oregon was 3.0 per cent higher than for the year of 1959. For the 11 western states the cumulative total value for 1960 was 8 per cent below that for 1959. The national cumulative total value was 4 per cent lower for 1960 than for the previous year. The figures in this paragraph do not include those for public works or utilities.

Electric Energy. The Public Utility Commissioner of Oregon reports that during December 1960 the total number of kilowatt hours of electricity sold by privately owned electric utilities in Oregon was 2 per cent above that of December 1959. Total sales for the twelve-month period ending December 31, 1960, were 7 per cent higher than those of the corresponding period one year earlier.

Employment. Information on employment in Oregon is reported each month by the State Department of Employment in Salem. The latest figures follow.

	Jan. 1961	*Dec. 1960*	*Jan. 1960*
Lumber and wood products	60,200	61,600	68,000
Food and kindred products	16,400	18,800	17,700
Other manufacturing	47,900	49,500	49,600
Total manufacturing	124,500	129,900	135,300
Contract construction	20,700	23,400	20,600
Retail trade	80,400	87,100	78,300
Government	96,400	98,000	93,300
Other non-manufacturing	157,200	158,700	155,300
Total non-manufacturing	354,700	367,200	347,500
Total wage and salary employment	479,200	497,100	482,800
Unemployment	65,300	52,300	47,600

Lumber. The figures below were reported by the West Coast Lumbermen's Association. They cover the Douglas fir area of the Pacific Northwest and are in thousands of feet, board measure.

	Jan. 1961	*Dec. 1960*	*Jan. 1960*
Average weekly production	130,790	119,906	166,019
Average weekly orders	118,668	124,372	143,871
Unfilled orders, end of month	430,908	421,100	666,350
Lumber inventory, end of month	1,130,104	1,066,955	1,054,810

Life insurance sales. The Life Insurance Agency Management Association reports that for December 1960 sales of ordinary life insurance in Oregon were 12.6 per cent ($5,046,000) higher than in November 1960, and 10 per cent lower than in December of 1959. The national figures show a 7.4 per cent increase in comparison with those of November 1960 and a decrease of 2 per cent from those of December 1959.

BANK DEBITS

Bank debits represent the dollar value of checks drawn against the deposit accounts of individuals and business firms. Bank debits are considered good indicators of current business activity. But their value for this purpose can be impaired if they include large checks used to transfer funds for the purchase of certain kinds of capital assets that are not "business activity." This month the Bureau of Business Research collected data on bank debits from 221 banks and branch banks.

	Number of Banks Reporting	*Debits Jan. 1961*	*Debits Dec. 1960*	*Debits Jan. 1960*	*Percentage Change Jan. 1961 compared with Dec. 1960*	*Percentage Change Jan. 1961 compared with Jan. 1960*
Oregon	221	$1,956,322,712	$2,172,795,540	$2,086,971,359	—10.0	— 6.3
Portland area (Multnomah, Washington, Clackamas, Columbia counties)	74	1,237,290,051	1,385,387,705	1,342,220,040	—10.7	— 7.8
Mid-Willamette Valley (Polk, Benton, Linn, Marion, Yamhill counties)	43	233,746,501	256,988,421	223,695,011	— 9.0	+ 4.5
North Oregon Coast (Tillamook, Clatsop, Lincoln counties)	12	35,268,175	36,937,469	32,906,674	— 4.5	+ 7.2
West Central Oregon (Douglas, Lane, Coos counties)	30	185,122,884	199,114,576	204,201,176	— 7.0	— 9.3
Southwestern Oregon (Curry, Jackson, Josephine counties)	14	84,298,841	93,850,465	88,743,260	—10.2	— 5.0
Upper Columbia River (Sherman, Hood River, Wasco, Gilliam, Wheeler counties)	10	30,127,630	32,587,415	30,856,357	— 7.5	— 2.4
Pendleton area (Umatilla, Morrow counties)	11	35,804,236	37,538,222	37,015,842	— 4.6	— 3.3
Central Oregon (Deschutes, Crook, Jefferson counties)	5	30,572,444	31,595,825	31,227,891	— 3.2	— 2.1
Klamath Falls area (Klamath, Lake counties)	7	33,497,043	37,499,042	38,136,228	—10.7	—12.2
Baker, La Grande area (Wallowa, Grant, Baker, Union counties)	10	28,100,010	34,528,635	31,032,181	—18.6	— 9.4
Burns area (Harney, Malheur counties)	5	22,494,897	26,767,765	26,936,699	—16.0	—16.5

BUILDING PERMITS

Building permits are a report of plans rather than of construction in actual operation. Interpretation of these data must allow for time elapsed between the issuing of the permit and the beginning of construction. The information has been collected by the Bureau of Business Research from building departments in local government.

	New Dwelling Units Jan. 1961	*New Non-Residential Jan. 1961*	*Additions Alterations & Repairs Jan. 1961*	*Totals Jan. 1961*	*Totals Dec. 1960*	*Totals Jan. 1960*
Albany	$ 114,000	$ 600	$ 23,900	$ 138,500	$ 93,328	$ 31,250
Baker	12,000	400	3,500	15,900	67,300	34,070
Beaverton	179,500	15,000	2,700	197,200	126,030	223,226
Bend	16,000	26,000	13,200	55,200	60,000	31,600
Coos Bay	44,500	7,323	19,900	71,723	112,165	237,250
Corvallis	219,500	2,500	8,175	230,175	213,950	190,820
Eugene	453,625	126,425	52,245	632,295	345,505	960,770
Grants Pass	77,000	1,200	4,700	82,900	33,000	132,350
Hillsboro	279,100	1,650	11,450	292,200	150,710	42,640
Klamath Falls	38,000	12,000	32,200	82,200	107,200	186,820
La Grande	30,708	.....	80,550	111,258	1,500	10,500
McMinnville	30,000	100	1,500	31,600	45,800	21,500
Medford	167,200	1,159,785	29,694	1,356,679	962,795	246,258
Milwaukie	478,500	40,000	680	519,180	31,800	174,702
North Bend	.....	91	24,738	24,829	7,688	97,560
Pendleton	.....	126,000	6,175	132,175	95,535	48,140
Portland	825,350	646,370	603,330	2,075,050	2,453,065	3,349,115
Roseburg	29,215	8,650	.....	37,865	30,630	220,693
Salem	135,400	104,075	96,910	336,385	140,675	718,716
Springfield	53,968	98,564	8,923	161,455	41,841	97,981
The Dalles	12,000	.....	15,880	27,880	135,865	6,500
Clackamas County	241,100	67,600	14,164	322,864	271,485	484,790
Douglas County	49,700	6,002	250	55,952	271,610	111,156
Lane County	630,407	181,185	90,986	902,578	874,444	700,148
Marion County	46,500	29,000	20,025	95,525	696,424	717,100
Multnomah County	1,238,700	509,550	87,915	1,836,165	1,258,019	1,302,418
119 other communities	737,079	376,224	223,006	1,336,309	1,328,179	1,699,167
Totals	$6,139,052	$3,546,294	$1,476,696	$11,162,042	$9,956,543	$12,077,240